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## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY	USSR (Murmansk Oblast)	REPORT NO.	
SUBJECT	Information on the Pechenga Area	DATE DISTR.	18 September 1953
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1. The Pechenga area, taken over from Finland after the war, is reached by steamer from Murmansk to Liinakhamari /N69-38, E31-22/. There is a road from Murmansk to Pechenga /N69-33, E31-12/, but it is reported to be unfit for heavy traffic. From Liinakhamari an excellent all-weather road (part of the Arctic Highway built by the Finns for tourist traffic) runs to Lake Kuetsyarvi and the nickel mines. This road is kept clear of snow in the winter and carries more or less continuous traffic between the nickel mines and Liinakhamari, whence the ore is transported by the sea route to Murmansk.

2. Three passenger steamers ply regularly between Liinakhamari and Murmansk, sailing three or four times weekly in each direction during the summer. In winter and in stormy weather, the service is less frequent and is sometimes interrupted for a week or more. The DERZHAVIN and ILYA REPIN are described as comfortable and as carrying mainly passengers; the VOLOGDA, on the other hand, is a much older and less attractive vessel.

3. The ore from the nickel mines is loaded on cargo ships. loading is effected by the use of a wheeled grab (not on rails).

When a ship is in port, the ore is loaded directly from the trucks.

"mountain" of ore near the quay. Both passenger and cargo ships come alongside.

4.

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7. The village of Pechenga, and indeed the whole area, was thoroughly scorched after (sic) the war. Very few civilians are now to be found in the area, but there are many soldiers.

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[redacted] the frontier troops had green shoulder boards; but the majority of the soldiers seen in the area were not frontier troops.)

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8. The airfield at Luostari is in use, but the hangars appear to be derelict.

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[redacted] this airfield was built by the Germans during the war.

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[redacted] it is situated in the angle between the Pechenga and Naamjokk Rivers, just south of Luostari village. In the neighborhood of the airfield [redacted] naval-type uniform,

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[redacted] members of the Naval Air Force.

9. No official name has yet been given to the new township which has sprung up near the nickel mines. It is known simply as Nikel' (Finnish: Nikkeli). It is much more of a town than Pechenga and is laid out in streets. It has two-story houses and a number of shops. More civilians are in evidence here. There is a bus service from Nikel' to Liiinakhamari, but the normal method of transport is by thumbing a lift in a nickel or military truck. In the Pechenga-Luostari area, the civilians are mainly women. There is a shop at the Luostari airfield, and at least two at Pechenga; there are post-offices at Pechenga, Luostari, and Nikel'.

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10. The sites in use by the East Pechenga Geological Expedition, south and south-west of Luostari, are shown on the map on page 3. The headquarters of the expedition (Uchastok No. 1) are marked with the figure "1". Two subsidiary sites (marked "2" and "3") were being operated in 1950-51, and together formed Uchastok No. 2. About 300 persons were employed by the expedition, of whom about 230 were engaged in drilling. The site on the River Lammas ("3" on the map) closed down in the winter months.

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11. The Geological Prospecting Party (Geologicheskaya Razvedochnaya Partiya), located somewhat to the west of the expedition site, had no connection with the expedition. [redacted] prospecting party [redacted] permanent organization, whereas the expedition would eventually pack up and go home.

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12. [redacted] the climate in the area does not seem too severe by northern standards and is extremely changeable in winter, the temperature sometimes varying in the course of a single day from -30° C to a thaw.

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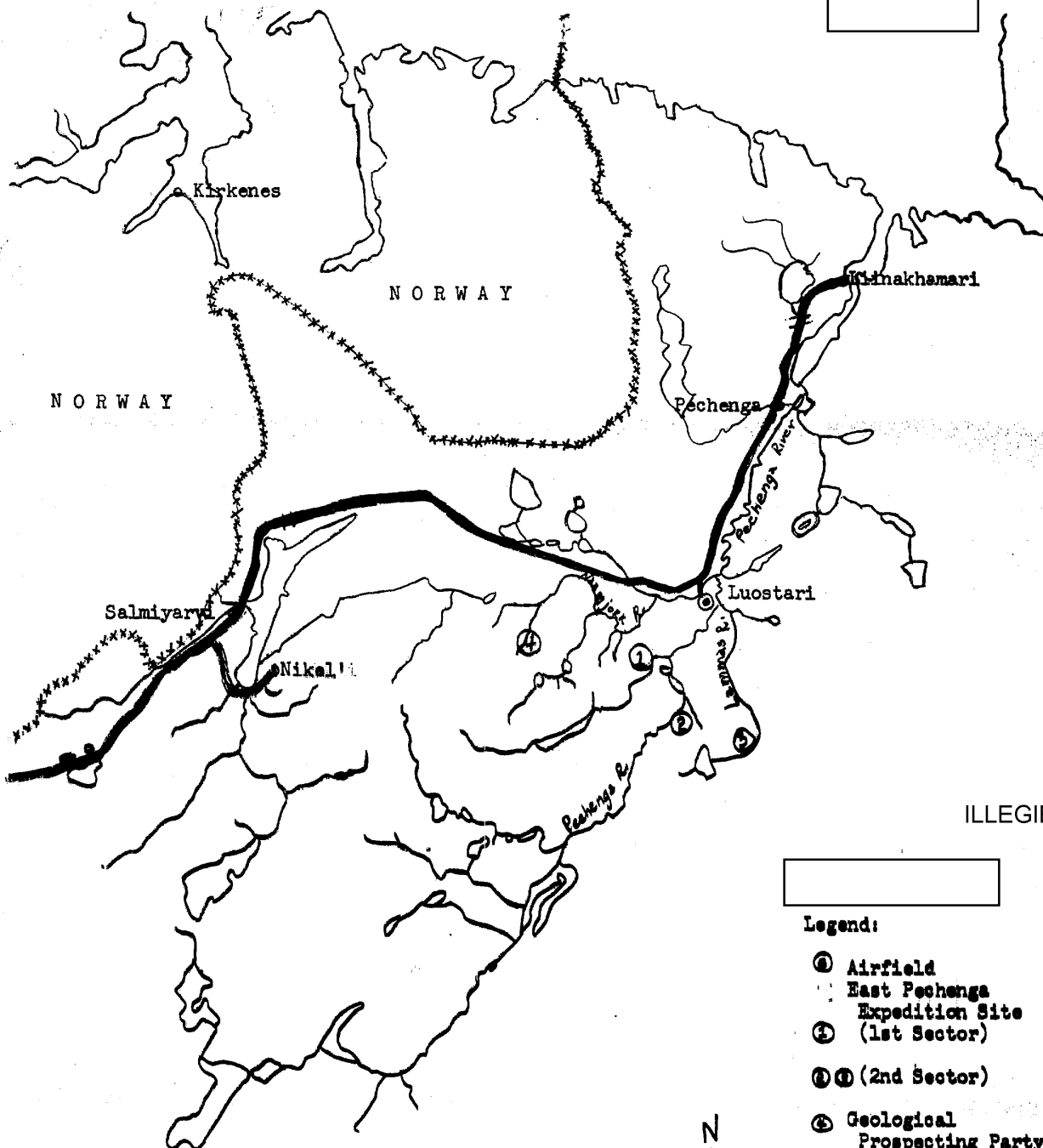
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Legend:

- ① Airfield
- ② East Pechenga Expedition Site
- ③ (1st Sector)
- ④ (2nd Sector)
- ⑤ Geological Prospecting Party
- Good all-weather road beyond

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